

## **AVIATION LIFE SUPPORT EQUIPMENT**

**8326**

(Revised September 2001)

The department under the direction and supervision of the Aviation Safety Officer is responsible to provide for the acquisition, distribution, maintenance and training with regard to the department's Aviation Life Support Equipment (ALSE).

Aviation personnel both contract and department employees are responsible to know and use ALSE provided by the department. Certain individual positions in the department's aviation program are authorized and issued ALSE and are required to wear as a condition of their job.

### **AIR TANKER PILOTS**

**8326.1**

(Revised September 2001)

Air Tanker pilots will wear the following CDF approved clothing and equipment during flight:

- A flight helmet or bump helmet will be worn in single-pilot air tankers. Headsets may be worn in two-pilot air tankers.
- Nomex flight suit.
- Gloves made of leather or fire resistant material.
- Leather boots with smooth soles.

### **AIR ATTACK PILOTS**

**8326.2**

(Revised September 2001)

Air Attack pilots will wear the following CDF approved clothing and equipment during flight:

- Nomex flight suit
- Leather boots with smooth soles
- Optional equipment:
- Gloves made of leather or fire resistant material.

## HELICOPTER CREWS

8326.3

(No. 4 January 2003)

CDF Helicopter Pilots will wear the following CDF approved clothing and equipment during flight:

- Flight helmet
- Authorized (Navy Blue) Nomex flight suit with CDF shoulder patches and name tag
- Name tag: Authorized name tag for wear on the Nomex flight suit is as follows: Black leather 4"x2" pad with approved CDF pilot emblem wing, pilots first and last name, and pilots unit below the name will be stamped in silver on the nameplate. (Gold lettering and pilot emblem wing for Chief Officers). The nameplate will be positioned centered over the left breast portion of the Nomex flight suit.
- Authorized (Navy Blue) Nomex flight jacket, as necessary
- Leather or Nomex gloves
- Leather boots with smooth soles
- Sage Green Nomex flight suit and the Sage Nomex flight jacket are no longer authorized for wear by CDF personnel.

Helitack Captains are authorized to wear the CDF approved flight helmet and leather or Nomex flight gloves, while in the helicopter. Helitack Captains should be prepared to exit the helicopter and perform ground firefighting roles wearing the proper wildland firefighting safety attire.

Helitack Crew while in and around the aircraft will wear the CDF approved flight helmet. They should be prepared to exit the helicopter and perform ground fire fighting roles wearing the proper wildland firefighting safety attire.

The equipment and clothing will be worn in the following manner:

- Flight helmet will be properly fitted and adjusted.
- The chinstrap on the flight helmet will be fastened and the nape strap properly adjusted.
- It is recommended that the visor be used and worn in the down position at all times.

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- Visors must be down during low-level operation.
- The Nomex fire shirt will have sufficient sleeve length to cover the wrists with arms extended. The collar will be worn up and the shirt tucked into trousers when flying.
- The Nomex or leather gloves will be sufficient length to cover two inches of the sleeve.
- The Nomex fire pants will have sufficient leg length to cover the top of the boot by two inches while sitting.

The department's ALSE Technician or authorized representative will inspect helmets, flight suits, and gloves annually. Defective, worn out, torn or otherwise unserviceable items are to be identified to the Aviation Safety Officer or ALSE Technician for replacement.

## **AIR TACTICAL GROUP SUPERVISORS**

**8326.4**

(No. 4 January 2003)

Air Attack Officers and Fire Captains may wear the CDF authorized (Navy Blue) Nomex flight suit and approved flight helmet in the performance of their duties as an Air Tactical Group Supervisor. The Sage Green Nomex flight suit and the Sage Nomex flight jacket are no longer authorized for wear by CDF personnel.

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## **PASSENGERS (other than helitack crew)**

**8326.5**

(Revised September 2001)

Fire Activities - If the flight involves direct fire suppression activities, then ALL wildland personal protective equipment (PPE) required by policy is required for all passengers.

Non-Fire Activities - Point-to-point transport and other non-fire operations, administrative flights, hearing protection shall be provided to all passengers.

## **OVERWATER OPERATIONS**

**8326.6**

(No. 4 January 2003)

When beyond power-off gliding distance to shore line (extended over water operations), and during all hovering flight operations conducted over water sources such as ponds, lakes and coastal waters, each individual on board will wear a CDF approved personal floatation device.

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The military style Life Preserver Unit (LPU) is not authorized for use by CDF air crewmembers. This does not preclude the use of these devices by military passengers who provide their own equipment.

CDF helitack personnel shall ensure the floatation device is correctly fitted (properly adjusted) to each individual wearing the device. Each floatation device shall be inspected yearly in accordance with the provisions contained in the owner's manual. Upon notification of the completed inspection, Aviation Management will update the computerized maintenance-tracking program. Replacement parts can be ordered from Aviation Management.

Should a floatation device become damaged or unserviceable, it shall be immediately removed from service and a replacement obtained from Aviation Management.

Floatation Devices shall not be stored in the baggage compartment of the helicopter tail-boom as the buildup or high temperatures may cause the inflation cartridges to burst.

Helicopter Emergency Egress Devices are mandatory for helicopter pilots and pilot's assistants conducting extended over water operations. All other occupants will wear a personal floatation device.

Extended over the water flights, such as flights to Catalina Island shall not be accomplished by CDF helicopters unless no other helicopters which are better suited for the mission (twin engine) are available and then when only the following equipment and training requirements have been met:

Inflatable life rafts of sufficient size to accommodate all occupants on board the aircraft. Training on life raft deployment and the use of the required emergency signaling devices.

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